



Stonnington Bicycle Users Group
in conjunction with the
Boroondara Bicycle Users Group

Response to:

City of Stonnington
South Ward meeting - Wednesday 18 April, 2012

8 May 2012

Stonnington Bicycle Users Group (SBUG) – Contact:

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Introduction

SBUG thanks the council for providing us with the opportunity to suggest some roads in Stonnington, that may benefit from the installation of contraflow bicycle lanes. Stonnington Council offered to look further at these recommendations. SBUG may make this document available on its website.

Executive Summary

At the South Ward meeting a SBUG member suggested that Council consider installing contraflow bicycle lanes, on its many one way streets.

Improving street permeability for bike riders is now considered highly desirable by forward thinking town planners.

Mr Peter Kyrkylis – Transport and Parking – suggested SBUG nominate some streets that

may benefit from contraflow lanes. SBUG has put together a few suggestions – noting that Stonnington has many streets that could benefit from this treatment.

To see a contraflow lane in action, visit the corner of Ackland St & Eildon Rd, in nearby St Kilda. Refer photo below:



Contraflow lanes

Contraflow lanes allow bike riders to cycle up one way streets in the opposite direction. Examples can found in the Council areas of Melbourne, Yarra and Port Philip and have been in use in Melbourne since at least 2002 – ref 1.

Some broad advantages:

- Real estate valuations are improved – having good cycling facilities nearby is in demand by those purchasing new homes.
- This is Council provided infrastructure directly benefiting local residents and ratepayers.
- Bicycle infrastructure with estimated cost benefit ratios of 1 to 4 over thirty years represent a very good return.
- Narrower or more stringent vehicle lane definition can result in car speed reduction in our local streets.
- The usually cited advantages of bike usage are realised – car trip replacement, lower congestion, greater amenity for the local community, etc.

- Easy access to Chapel St from the surrounding streets is good for local business.
- Chapel St maybe OK for experienced cyclists but we need to target the 8 to 80 year olds. The use of quieter back streets can help with this somewhat lofty aim. It would be nice to reclaim street space for the local community.

Specific advantages of lanes suggested:

Reduce the number of bike riders getting “car doored” on Chapel St, by encouraging greater usage of streets parallel to Chapel St. Preventing injuries inflicted by careless drivers has become a prominent issue in recent times, as a result of the recommendations in the Coroner’s report, covering the death of Mr James Cross. The proposed contraflow lanes are one solution that Council has control over and can readily act on.

Destructor Trail

Surrey Rd North and Hornby St are part of a good alternative north south route to Chapel St. Other roads on this route are Bangs St and Bendigo St.

Surrey Rd North provides a safer exit to Toorak Rd than busy Cromwell Rd and would connect to the new park to be built at the old destructor site. A ped xing is located nearby at Toorak Rd.

Hornby St has the benefit of a fully signalised intersection at High St. Bike riders regularly ride along Hornby St against the short one way section at this point. This action needs to be legitimised, in both the north and south ends of Hornby St. The majority of the road is two way except for these two small sections.

Connectivity overall could be improved by addressing the route consisting of Bangs St to Bendigo St via the Flying Duck Hotel as laid out in SCC’s bicycle strategy of 2005.

Sandringham Rail Trail

Osborne St and Porter St are part of the proposed “Sandringham Rail Trail”. This route was recently studied in detail by VicRoads and has been part of Council’s own strategies for years. Changes here would also improve access to Greville St and see far better access to the Prahran Station that is currently surrounded by one way streets.

Osborne St is a very wide street in the north but its current usage by bike riders is constrained in the south by the one way section.

Porter St has the advantage of a ped xing at Commercial Rd and pretty good connections to Upton Rd and the highly under utilised Upton Rd bridge over Dandenong Rd. The bridge connects to Wellington Rd, then Chapel St and Fitzroy St bike lanes via the underpass at St Kilda junction in Port Philip.

Further information on these routes, with maps, can be found here:

http://boroondarabug.org/wiki/Sandringham_Trail

http://boroondarabug.org/wiki/Destructor_Trail

Calculations:

Available bike lane widths have been determined given two scenarios applied to the measured street widths:

- a pretty standard 2.2 m width for parking and 3.2 m for the vehicle lane
- a tighter scenario of 2.1 m for parking and 2.8 m for the vehicle lane

Yarra Council is regularly using vehicle lane widths of 2.5 – 2.8 m on low speed roads – ref 2. It should be noted that the lanes on the Sydney Harbour bridge are 2.8 m and the Westgate bridge high speed lanes are 3.2 m.

A bike lane width is typically 1.5 m but can be as low as 1.2 m – some in the CBD are even narrower.

Car parking:

Some of the examined roads have the car parking on the “wrong” side of the road. That is; the car driver’s door is located on the curb side of the road. This places the bike rider using a contraflow lane directly in the door zone. Note that given the bike rider’s direction of travel; crashing into a car door will force the door shut, with injuries more likely to the car driver. Placing the car parking where it belongs ie on the left side of the road allows the contraflow lane to be completely free of car doors and provides better visibility for car drivers of approaching bike riders.

Car parking should be swapped to the correct side of the street before installing contraflow treatments.

Cooperation:

SBUG is prepared to comment on anything in this document, attend site visits or to discuss in person any of these ideas further, so that we can progress to an actual on the ground result.

Any one raised in the 50s to the 70s will attest to the fact that the community has lost a lot to the motor vehicle. It is possible to reclaim some of that space for the more simpler pleasures in life.

It has never been a better time to do so.

Conclusion:

Hornby St, Osborne St and Porter St could all benefit from contraflow lanes, as sufficient width is available. Surrey Road North is also a candidate, although the width is more constrained but definitely acceptable.

Hornby St is an absolute standout as needing contraflow treatment at the north end. This location was mentioned in SCC's bike strategy of 2005. However Hornby St at the south end is more problematic. One option here would be to widen the footpath by decreasing the vehicle lane width and declare a shared path.

Referenced documents:

Ref 1) Bicycle Network Victoria: Contra-flow bike lanes

<http://www.bicyclenetwork.com.au/general/bike-futures/94181/>

Ref 2) A Car is 1.9m wide. How much extra space does it really need?

Alistair McDonald - City of Yarra, Alistair.mcdonald@yarracity.vic.gov.au

Hornby St – north end:



Street	Hornby St - north end
Picture	Looking north
Parking	east side only
One way direction:	north to south
Road section of interest - length	50 m
Road width	7.3 m
Room for bike lane with: parking space width of 2.2m and lane width of 3.2m	1.9 m
Room for bike lane with: parking space width of 2.1m and lane width of 2.8m	2.8 m

Osborne St:



Street	Osborne St south of Argo St
Picture	Looking south
Parking	west side only
One way direction:	north to south
Road section of interest - length	210 m
Road width	6.9 m
Room for bike lane with: parking space width of 2.2m and lane width of 3.2m	1.5 m
Room for bike lane with: parking space width of 2.1m and lane width of 2.8m	2.0 m

Porter St:



Street	Porter St south of Greville St
Picture	Looking south
Parking	east side only
One way direction:	north to south
Road section of interest - length	240 m
Road width	6.9 m
Room for bike lane with: parking space width of 2.2m and lane width of 3.2m	1.5 m
Room for bike lane with: parking space width of 2.1m and lane width of 2.8m	2.0 m

Surrey Rd North:



Street	Surrey Rd North
Picture	Looking south
Parking	west side only
One way direction:	north to south
Road section of interest - length	280 m
Road width	6.7 m
Room for bike lane with: parking space width of 2.2m and lane width of 3.2m	1.3 m
Room for bike lane with: parking space width of 2.1m and lane width of 2.8m	1.8 m

Hornby St – south end:



Street	Hornby St - south end
Picture	Looking south
Parking	Both sides
One way direction:	north to south
Road section of interest - length	50 m
Road width	7.3 m
Room for bike lane with: parking space width of 2.2m and lane width of 3.2m	0.0 m
Room for bike lane with: parking space width of 2.1m and lane width of 2.8m	0.6 m